



Daniel Halden <daniel.halden@lacity.org>

proposed restriping of Cahuenga Blvd b/w Santa Monica and Melrose

4 messages

Dan Halden <daniel.halden@lacity.org>

To: Tim Fremaux <tim.fremaux@lacity.org>, Lisa Schechter <lisa@mediadistrict.org>

Tue, May 17, 2016 at 2:10 PM

Hi Tim,

I'm including Lisa Schechter, executive director of the Hollywood Media District BID. I wanted to reach out to Lisa for her (and the BID's) feedback on the proposed re-striping of Cahuenga.

I am attaching the model you had previously sent me. Could you please provide Lisa a brief description of the proposed work as well as the justification from a transportation engineering standpoint?

Thanks!



Dan Halden
 Hollywood Field Deputy
 Office of Councilmember Mitch O'Farrell
 1722 Sunset Boulevard, Los Angeles, CA 90026
 (213) 207-3015 | www.cd13.com

Find the Councilmember on:

A-6943-Model.pdf
280K

Tim Fremaux <tim.fremaux@lacity.org>

To: Dan Halden <daniel.halden@lacity.org>

Cc: Media District <lisa@mediadistrict.org>

Tue, May 17, 2016 at 2:16 PM

Hi Dan,

I'm out of the office dealing with a family medical situation. I can get back to you guys later in the week.

In the meantime, can you forward to Lisa, the short description I provided to you in the email I sent with the plans?

Tim

[Quoted text hidden]

Dan Halden <daniel.halden@lacity.org>

To: Tim Fremaux <tim.fremaux@lacity.org>

Cc: Media District <lisa@mediadistrict.org>

Tue, May 17, 2016 at 2:26 PM

Oh no, I'm so sorry to hear. Yes, I'm including the description below (sorry, I forgot). Lisa, please see below:

Here is the concept plan for Cahuenga. It features two lanes south, one lane north, between Santa Monica and Melrose. It features the addition of a center left turn lane north of Melrose up to and including Santa Monica Blvd. It features new left turn pockets at Waring, Willoughby, Romaine and Santa Monica for both directions. It will also enhance the marked crosswalk at Waring by reducing the number of lanes pedestrians have to negotiate across and provide a de-facto refuge in the center of the roadway where the left turn pockets are present. As previously mentioned, the northbound volumes are modest and the roadway should function with very little impact in the northbound direction, and no change at all for the southbound direction. Angle parking is not feasible, even if we were to reduce the southbound lanes to one (we need more than the 18 feet between

the curb and the lane line in order to fit angle parking).



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[Quoted text hidden]

Tim Fremaux <tim.fremaux@lacity.org>
To: Dan Halden <daniel.halden@lacity.org>
Cc: Media District <lisa@mediadistrict.org>

Wed, May 18, 2016 at 3:23 PM

Thanks for relaying that Dan-

Lisa: let me know if you need any further information.

[Quoted text hidden]

—
Tim Fremaux

Transportation Engineer
Transportation Safety Engineering

Los Angeles Department of Transportation

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